

Patent Claims

1. A vehicle seat, preferably a reclinable vehicle
5 seat, which has an upright sitting position and a
reclined resting position and which can be adjusted in
an infinitely variable fashion, preferably driven
automatically, between the sitting position and the
10 resting position, having a backrest whose inclination
can be adjusted, and having a seat cushion with
adjustable sitting depth and a lower leg rest,
characterized in that the inclination of the seat
cushion (2) can be adjusted by means of a seat cushion
15 inclination adjusting device (26), and said seat
cushion (2) has a continuous seat upholstered element
(25) which is designed to upholster the seat cushion
(2) and the lower leg rest (3), the lower leg rest (3)
being adjustable and having a space-saving stowaway
20 position and a position of use.
2. The vehicle seat as claimed in claim 1,
characterized in that the lower leg rest (3) is
designed in such a way that its inclination can be
adjusted in relation to the seat cushion (2) and/or its
25 length.
3. The vehicle seat as claimed in claim 1 or 2,
characterized in that the seat upholstered element (25)
is secured at one of its ends to the seat cushion (2),
30 and is connected at its other end to the lower leg rest
(3) by means of a displaceably mounted carriage (31).
4. The vehicle seat as claimed in one of claims 1 to
3, characterized in that the seat upholstered element
35 (25) has an enclosed upholstered surface.
5. The vehicle seat as claimed in one of claims 1 to
4, characterized in that the seat cushion (2) has a

two-component frame (21), having a fixed securing frame (22) which is connected to the seat upholstered element (25) and a supporting profile (23) which can be extended and/or retracted linearly in order to adjust
5 the sitting depth.

6. The vehicle seat as claimed in claim 5, characterized in that the securing frame (22) supports the supporting profile (23) in such a way that the
10 latter can be retracted into a profile of the securing frame (22) and/or extended out of a profile of the securing frame (22).

7. The vehicle seat as claimed in claim 5 or 6,
15 characterized in that the supporting profile (23) secures the lower leg rest (3), preferably in that the inclination of the lower leg rest (3) can be adjusted by virtue of the fact that it is pivotably mounted at one end of the supporting profile (23).

20 8. The vehicle seat as claimed in one of claims 1 to 7, characterized in that the length of the lower leg rest (3) can be adjusted by virtue of the fact that it has a telescopic component with three telescopic
25 elements (32, 33, 34) which can be adjusted in a telescopic fashion by means of an automatic telescopic drive, preferably electric spindle drive.

9. The vehicle seat as claimed in claim 8,
30 characterized in that the telescopic drive has an electric motor (35) which is arranged in the central telescopic element (33) and is permanently connected to it and drives the upper telescopic element (32) by means of a first spindle drive (36), and the lower
35 telescopic element (34) by means of a second spindle drive (37).

10. The vehicle seat as claimed in claim 9, characterized in that in one sense of rotation the electric motor (35) drives the upper telescopic element (32) and the lower telescopic element (34) away from the central telescopic element (33), and in the opposite sense of direction it drives the upper telescopic element (32) and the lower telescopic element (34) toward the central telescopic element (33).

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11. The vehicle seat as claimed in claim 10, characterized in that the electric motor (35) drives the first spindle drive (36) in the opposite direction to the second spindle drive (37) by virtue of the fact that it drives a first spindle nut (41) of the first spindle drive (36) and this nut intermeshes in the opposite direction with a second spindle nut (42) of the second spindle drive (37).

12. The vehicle seat as claimed in one of claims 1 to 11, characterized in that the seat upholstered element (25) is coupled to the carriage (31) of the lower leg rest (3), and the carriage (31) is connected to the seat cushion frame (21) via the tension relief belt (55), in order to clamp the seat upholstered element (25).

13. The vehicle seat as claimed in claim 12, characterized in that the tension relief belt (55) is guided by means of a deflection device (5) which is designed in such a way that the tension relief belt (55) applies an approximately constant force to the carriage (31) in all the sitting positions.

14. The vehicle seat as claimed in claim 12 or 13, characterized in that the deflection device (5) has a pivotable compensation lever (51) which is designed to

compensate the relative movement between the tension relief belt (55) and the seat upholstered element (25).

15. The vehicle seat as claimed in one of claims 7 to
5 14, characterized in that the lower leg rest (3) has an automatically driven inclination adjusting device (39) which pivotably connects the lower leg rest (3) to the supporting profile (23) and is designed to adjust the inclination of the lower leg rest (3) in an
10 automatically driven fashion.

16. The vehicle seat as claimed in claim 14 or 15, characterized in that the compensation lever (51) is connected to the inclination adjusting device (39) of
15 the lower leg rest (3).